

TWO ASTOUNDING FACTS WILL BE INVESTIGATED

Both Captains Admit Ships Almost
Two Miles Apart When They
Sight Each Other.

MAJORITY OF CREW IS SAVED

Survivors Declare Rule After Ship
Crashed Together Was "Every Man
for Himself."

(Special to The Times-Dispatch.)
Quebec, May 30.—Although the Canadian Pacific Railway Steamship Company has so far prevented an authentic official statement of the circumstances surrounding the wreck of the Empress of Ireland, it developed to-night that two amazing facts will engage the attention of local and government investigators next week.

First, the number of members of the crew who were saved is more than twice the total of rescued passengers. Second, it has been admitted by the captains of both ships that the vessels were almost two miles apart when they sighted each other, thus precluding any tendency to thrust responsibility upon a foe.

An explanation of the first detail is offered by Canadian Pacific officials, who declare that the crews were nearly all on deck at the time of the accident, whereas the passengers were all below decks.

No explanation of the second has been made, and officials of the line persistently refuse to discuss it. Members of the crew who arrived here last night have been warned to keep closed mouths, and avoid newspaper men.

The newspapers here fail to touch upon either of the incidents, probably because of the indisputable influence of the Canadian Pacific.

Commissioner-Captain Demerit, chief of the wreckage commission, has been designated by Minister of Marine to lead an investigation, and is expected here to-morrow. The inquiry will not begin until Wednesday or Thursday. A coroner's inquest was begun at Rimouski to-day, but after viewing the bodies adjoined until to-morrow.

TO SAVE PASSENGERS
In a statement given out by the Canadian Pacific to-day, it was stated that members of the crew had done everything possible to save passengers, going below to knock on stateroom doors and arouse sleepers from their berths.

This was fully denied by eleven survivors interviewed to-night. They declared that no member of the crew had aroused passengers, and the rule was "every man for himself." They professed no bitterness, however, saying that they believed the time was too short for the crew to have accomplished the work they are credited with in the official report.

William Davis, of Toronto; Ferguson Dunlop, of London, and Allan "Buck" Hinch, the hero who swam with eleven-year-old Florence Barber until both were rescued, were among those who declared that members of the crew had not made a tour of the cabins after the crash.

As to the cause of the collision, it is believed here that the fault is in a wrong understanding of signals.

Captain Kendall, in an interview at Rimouski, and brought here to-day, shows a disposition to blame Captain Anderson, of the Storstad, but admits that he saw the collier first while two miles away.

The story of Captain Anderson partially agrees, however, that he misunderstood the signals of the Empress of Ireland, and calls attention to the red line work done by his men after the collision.

YPIRANGA AT VERA CRUZ
Steamer Which Landed Ammunition at
Puerto Mexico in Port.

Vera Cruz, May 30.—The German steamer Ypiranga, which is reported to have recently landed at Puerto Mexico a cargo of guns and ammunition for General Huerta, came into dock here to-day.

Karl Heyn, agent of the Hamburg-American Line at Vera Cruz, said he had arranged for the landing of the cargo, together with the German consul, and Captain Hermann A. Schreyer, collector of the port, immediately conferred with the ship's master.

FIRST PEACHES ON MARKET.
Special Train Out of Atlanta Makes
Quick Delivery.

Atlanta, Ga., May 30.—The first Georgia peaches for the season were on the New York market to-day, having been handled by a special train out of Byron, Ga., on Wednesday by the Southern Railway. This train made the run from Atlanta to New York in twenty-two hours, including time required for re-loading at Spencer, N. C., and Potomac yards, and the remainder of the trip was made in the time to get the peaches on the market early this morning.

The Southern to-day placed in service additional double track between Atlanta and New York, and the result was that the train was able to make the run in the time required for the peaches.

**BLAMES COLLIER
FOR FATAL CRASH**
(Continued From First Page.)

There was no more steam," he said. "I had great difficulty in reaching the deck. No sooner had I got to the deck when the boats of the Storstad, which had broken loose, swept down on top of us and carried us under water. When I came to the surface I found myself under a lifeboat, and entangled. I finally was pulled into one of the boats. Immediately before the collision we went full speed ahead, and then stopped. Then I got the order, full speed ahead, but had only started the engines when the crash came. We then kept her full speed ahead to try to reach the shore, as long as we had steam. We could keep the engines going only for a few minutes. There was no explosion. I know no reason why the collier did not keep much closer than she did. If she had, my life would have been saved. I am also of the opinion that had she stuck to us, we should have reached the shore."

William James, wireless operator at Father Point, told of forwarding news that the Empress had been in collision with another ship to the Lady Evelyn and Eureka. Captain Belanger, of the Eureka, told of gathering up what bodies he could find. The jury adjourned the inquest for one week.

**TO OBTAIN EVIDENCE
OF STORSTAD'S CAPTAIN**
In the meantime Coroner Phinault will consult with the district attorney to determine what may be done to obtain the evidence of the captain and crew of the Storstad, which proceeded to Montreal to land her cargo.

During the day the coroner's jury gave an order for the removal of all the bodies brought ashore. Relatives who had identified bodies were allowed to remove them, and others were taken to Quebec.

At 5 o'clock this afternoon the Canadian government steamer Lady Grey, with ensigns half-masted, left here for Quebec bearing 170 bodies in coffins. Other bodies were being sent to Montreal, and it is believed the greater number of those lost were imprisoned inside the Empress.

TOTAL NUMBER OF DEAD ON WRECKED SHIP IS 694

(Continued From First Page.)

over, that she had saved many of the Empress passengers.

The Storstad is badly damaged, having a hole some fifteen feet square in her bow. She is waiting for orders to say whether she will dock here or go to Montreal.

**STORIES OF DISASTER
SHOW TERRIBLE TRAGEDY**
Stories of the disaster brought to Quebec by survivors gave vivid details of the most terrible tragedy in the annals of the St. Lawrence. Some compared it to the sinking of the Titanic, but pointed out that in the case of the Titanic there was time to prepare for death, while with those who perished on the Empress there was little time for reflection or prayer. From the accounts of the saved it seems that soon after the ship was rammed she careened until her deck stood at right angles to the water. She slid slowly into the water, and it was only possible to launch life boats in the brief interval before she finally sank.

Captain Kendall was on the bridge when the collision occurred. When the steamship sank he washed away, later to be picked up by one of the boats, apparently to his great regret. Thus far he has vouchsafed no public statement, except to say that he would have preferred to go down with his ship. Passengers speak in his praise, and declare he did his full duty.

Chief Officer Steed, it is stated, was killed by a boat falling on him while working to help the passengers escape. Because of the confusion and chaos, and the fact that the ship was sinking so fast, it is believed that many of the passengers were killed by the ship's own machinery.

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Wireless Has Saved Thousands of Shipwrecked Voyagers

January 23, 1909.—S. S. Republic sank after a collision with the Florida off Nantucket. Seven hundred lives saved by the Baltic, summoned by wireless. Six were killed in the collision.

June 12, 1909.—S. S. Slavonia struck the rocks off Flores Island. Passengers and crew rescued by the Princess Irene and the Batavia, summoned by wireless.

August 27, 1909.—S. S. Ohio struck the rocks off Steep Point, Alaska, and foundered. Two hundred passengers and crew were rescued by the Humboldt and the Tupper, summoned by wireless. Five lives were lost.

February 6, 1910.—S. S. Kentucky sprang a leak off Hatteras. All on board were rescued by the Alamo, summoned by wireless.

April 14, 1912.—S. S. Titanic collided with an iceberg and sank four hours later. Seven hundred and three survivors were rescued by the Carpathia, summoned by wireless. One thousand five hundred and three lives were lost.

October 2, 1912.—S. S. Ranes went down, forty miles off Hatteras. Navy collier Arctura, summoned by wireless, rescued the entire crew.

November 2, 1912.—S. S. Noruega collided with the Glenulf, ninety-five miles off Hatteras, and the battleship Oregon, summoned by wireless, took off the crews and afterward succeeded in towing both ships to Norfolk.

January 13, 1913.—S. S. Chesapeake went ashore off Van Anda, north of Vancouver, B. C. Four lost. All others on board rescued by the Canimar, summoned by wireless.

March 10, 1913.—S. S. Lugano wrecked off Ajax Reef. Three lives were lost. The survivors were rescued by wireless.

May 15, 1913.—S. S. Nippon wrecked in typhoon on the coast of Luzon, P. I. Passengers and crew were rescued by wireless.

June 3, 1913.—S. S. Olinda wrecked on Frying Pan Shoals, off Virginia. All hands were rescued by U. S. S. Nashville, summoned by wireless.

June 11, 1913.—S. S. Yukon sank after striking reef on Shannak Island, B. C. Crew and passengers taken off by revenue cutter Tahoma, summoned by wireless.

September 1, 1913.—S. S. Galicia abandoned at sea in Bay of Biscay. All hands saved by wireless call for help.

September 27, 1913.—S. S. Templemore abandoned on fire in mid-Atlantic. All hands saved by the S. S. Arcadia, summoned by wireless.

October 19, 1913.—S. S. Suenio abandoned on fire in mid-Atlantic. Three hundred and thirty-one lives were lost. Five hundred and twenty-one saved by the Carmania, summoned by wireless.

January 13, 1914.—S. S. Cobequid wrecked on the rocks near Halifax, N. S. All hands saved by the use of wireless.

January 25, 1914.—S. S. Princess Sophia wrecked on Mountain Point, B. C. All hands saved by the Al-KI, summoned by wireless.

May 29, 1914.—S. S. Empress of Ireland sank after a collision with the St. Lawrence River, off Father Point. Nearly 1,000 lives were lost. About 400 persons were saved. Wireless calls for help brought two steamships to aid the crippled collier in rescue work.

factured. The product, as usual, is being shipped largely to the South and Southwest, much of it going to North Carolina, South Carolina, Georgia, Tennessee and West Virginia. A large quantity also goes to Cincinnati.

ROOSEVELT SAILS FOR SPAIN
Accompanied by Mrs. Longworth and
Philip Roosevelt, a Cousin.

New York, May 30.—Theodore Roosevelt, accompanied by Philip Roosevelt, a cousin, and his eldest daughter, Mrs. Nicholas Longworth, sailed for Spain to-day on the steamer Olympia to attend the wedding of his son, Kermit, in Madrid on June 10 to Miss Belle Wilbur, daughter of the American ambassador to Spain.

The Colonel said he had issued an independent political statement for publication in to-morrow's papers.

On the steamer Colonel Roosevelt met a number of Progressive party leaders.

**KING GEORGE WIVES HIS
SINCERE SYMPATHY**
Montreal, May 30.—Late to-day Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, received the following telegram from His Majesty, King George:

"In the appalling disaster which has befallen your company, the loss of Empress of Ireland, in which, alas! so many lives have perished, I offer you my sincere sympathy."

(Signed) GEORGE R. I.
A message from the Duke of Connaught says:

"Terribly grieved. Sympathize with you. Most anxious for further information and details."

And there are innumerable messages from others, including Prince Arthur, Duke of Teck. The Irish convention at which T. P. O'Connor is presiding, passed a vote of sympathy by standing in silence.

NEWS OF FREDERICKSBURG
(Special to The Times-Dispatch.)

Fredericksburg, May 30.—The camp for the military officers and inspectors here, is all in readiness, and the officers will arrive to-morrow. It is expected that more than 100 will attend the camp, and with the instructors, will have a busy week. The camp opens to-morrow and will continue throughout the week. The program for each day will include many lectures by the instructors and a number of hikes to historic points on the near-by battlefields.

C. O'Connor Goetzke, candidate for the Democratic nomination for the State Senate from this district, has a vacancy, is making an active canvass. During the week he spoke at several points in Spotsylvania County and to-day went to Belmont, and from there went to Richmond.

The Woodrow Wilson Literary Society of the Fredericksburg State Normal School, at its final meeting of this session, elected the following officers: Miss Margaret Sayre, president; Miss Theresa Lynch, vice-president; Miss Lucy DuVal, secretary; Miss Anne Harris, treasurer; Miss Beulah Dettwiler, censor. Executive committee, Misses Kathleen Flynn, Martha Hines.

A. C. Reynolds, of Richmond, a contractor, fell from a freight train at the Richmond, Fredericksburg and Potomac depot here last evening while being hauled by the train, and was killed. He was attended by Dr. P. C. Pratt, and later taken to Richmond.

Boys' Dept. for Monday
Boys' Genuine Palm Beach Suits for these warm days, in plain and neat pin stripes, made in the new stitched belt and patch pocket effects; sizes 8 to 18; \$5.00 and \$6.00.

Boys' \$4.00 Norfolk Suits, in assorted patterns; some with two pairs of knickerbockers; sizes 6 to 18; for Monday only \$2.25.

Boys' All-Wool Blue Serge and Neat Mixture Norfolk, made in the new style Norfolk, hand-made throughout; sizes 6 to 18; \$7.50 suits, \$6.25 for Monday.

EXHAUSTED SURVIVORS ARRIVE IN MONTREAL

Remnant of Salvation Army Band,
More Than 100 of Whom
Perished in Party.

Montreal, May 30.—Exhausted survivors of the Empress of Ireland disaster arrived in Montreal to-day. In the party was a remnant of the Salvation Army band, more than 100 of whom perished.

"I was looking through the porthole in my cabin amidships," said Band Sergeant Fowler, of the Salvation Army, "when I saw a big black shape loom up out of the darkness. It seemed only a few feet away."

"Then came the jolt. It could not be called a crash, because it was more of a grinding sensation. Before I realized what had happened my cabin began to fill with water. I rushed up the main companionway. I saw a girl with a baby in her arms, and a little child following her. The girl begged me to put a lifebelt on her, so I stopped long enough to do this."

By the time Fowler had reached the deck, he said, the ship was listing badly, and the passengers had to cling to the rail to keep from going over the side. Fowler jumped. "I went down and down until I thought my lungs would burst," he said. "Bodies bumped into me. Once a man threw his arms around me and I had to fight to break his grip. I swam several hundred feet and was almost exhausted when a boat picked me up."

Thomas Smart, of Toronto, said he was the last man to speak to Captain Kendall before the collision. "I was sitting on the upper deck," he said, "when the captain walked past, about 1:20 o'clock, and said, 'It is a nice night, but it looks like a fog is coming. You never know how soon a fog will drop in this part of the river.'"

When the crash came, Smart says he was standing on the bridge. He was holding to the rail and shouting orders to the crew. He heard him say:

"Keep your heads there and don't get excited!"

When a boat dropped sideways into the river, the captain seemed to realize that the liner was lost, for Smart says, he shouted:

"Hurry up everybody. There is not a minute to lose. Get the stewards through the corridor. If there are doors locked, break them in. Get the people out and don't forget that the women and children must come first."

"He spoke through a megaphone," said Smart, "but there was so much screaming and moaning that his voice was drowned. But he stuck to his post to the very last."

**CLASS DAY CELEBRATED
AT RANDOLPH-MACON COLLEGE**
(Special to The Times-Dispatch.)

Lynchburg, Va., May 30.—To-day, the second day of the twenty-first commencement of Randolph-Macon Women's College, was class day, the forenoon being taken up with class day exercises on the campus and the class play on the campus this evening.

The annual planting of the Ivy by the senior class and the formal surrender of the seniors to the juniors were the features of the exercises.

To-morrow morning in the college chapel Bishop Eugene R. Hendrix will deliver the baccalaureate sermon.

More alumnae are here for the finals than has ever been the case heretofore, a condition due somewhat to the formal inauguration of Dr. William A. Webb as president of the college, which ceremony will take place to-morrow morning. This will be in the presence of what will probably be the largest and most notable gathering of alumnae in the history of the college, about fifty colleges, mostly female institutions, will be represented at the inauguration.



**Don't Be Fooled—
Get What You Ask For**

When you ask your dealer for Duffy's Pure Malt Whiskey, don't let him give you any other. Unscrupulous merchants sometimes take advantage of the nation-wide popularity of

Duffy's Pure Malt Whiskey

by offering imitations and substitutes of the genuine Duffy's to make larger profits. Many even go so far as to offer you in bulk cheap concoctions which they claim are "just as good as Duffy's."

Duffy's Is Never Sold in Bulk

It is always put up in sealed bottles. Shun all imitations and insist on the genuine. There are several distinguishing points on the genuine Duffy bottle, with which you should familiarize yourself. See that the seal over the cork is unbroken—that our name and monogram are blown in the bottle, and that the label bears our trade-mark of the "Old Chemist" and the signature of the Company.

"Get Duffy's and Keep Well."

Sold by most druggists, grocers and dealers in sealed bottles only. \$1.00. Valuable medical booklet and doctor's advice free.

The Duffy Malt Whiskey Co.,
Rochester, N. Y.

SEE THAT THIS TRADE-MARK IS ON EVERY BOTTLE

Thrift

Is the management of one's affairs in such a manner that the value of one's possessions is being constantly increased. Real bank service not only helps a thrifty person by acting as a safe depository, but helps the thrifty to increase their possessions, etc. Open a bank account with the

RICHMOND BANK AND TRUST COMPANY
NORTHWEST CORNER OF MAIN AND ELEVENTH STREETS.

With the Right Training--

Every child can learn to play the piano—the better the training the better they can play.

Let them learn on the STIEFF PIANO. Its sweet, melodious tone, and delightful action help the child.

Get Our Makers' Prices
We would be glad to have you come in and hear the Stieff.

Get our makers' prices, and let us explain our Easy Plan.

Stieff E. G. RIKE, Mgr.
117 West Broad

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STORES—1820-22 East Main Street, 506 East Marshall Street.
Fast Delivery. We run fifteen wagons and send goods anywhere.

It would surprise you how much we save you. Compare our prices with what you are paying.

We save you 25 per cent and give you the best quality. Two phones both stores.

Ceresota or Pillsbury Best Flour, 38c bag; bbl.	\$5.00
Cracker Jack Coffee, lb.	25c
Sweet Oranges, doz.	20c
Freezing Salt, peck.	10c
1-lb. cans Corned Beef.	20c
Swift's Best Empire Hams, lb.	18c
1-lb. cans Rindford's Best Baking Powders.	25c
Small Swift Premium Hams; 6 lbs. average.	20c
Large Juicy Lemons doz.	15c
Breakfast Bacon.	10c
Good Cream Cheese, lb.	10c
Fresh Country Butter, from the farmers, lb.	25c
Large Fresh Juicy Pineapples 10c	
Caro Syrup, can.	9c
3 large boxes California Tomatoes, 25c	
Extra large cans Virginia Tomatoes, 3 for.	25c
Best Creamery Mansfield Butter, 1-lb. packages.	30c
New Snaps, half peck.	15c
3 lbs. Very Best California Peaches for.	25c
Small Armour's Best Shield Hams, lb.	18c
Fresh laid Eggs received from the farmers, 1/2 dozen.	23c
Good Mixed Tea, lb.	30c
New English Peas, 2 qts. for.	15c
2 bottles Grape Juice for.	25c
Small Armour's Star Hams, per lb.	10c
Try our 40c Tea for iced tea. It's the 60c kind.	
Fresh, Corned and Smoked California Hams, lb.	15c
2 lbs. Strained Honey for.	25c
Good Country Ham, lb.	17c
Good Timothy Hay, per 100.	\$1.40
Good Corn, per bushel.	95c
Virginia Comb Honey.	10c
4 cans Best Quality Sugar Corn for.	25c
Ullman's Pride Coffee, in 1-lb. packages.	18c
Snowflake Patent Family Flour, 32c bag; barrel.	\$5.00
Good Carolina Rice	6c
Vienna Sausage, can.	8c
6 cans Potted Tongue or Ham, 25c	
New Clipped Herrings, doz.	15c
25-lb. bags Franklin Best Granulated Sugar	\$1.08
8 bars 5c Circus Soap for.	25c
Good Salt Pork, lb.	10c
3 cans Condensed Milk for.	25c
Best Quality Mixed Cakes, lb. 10c	
Seeded Prunes, package.	10c
Tomatoes, for soup, can.	5c
Grape Juice, pts.	10c
3 Quaker Oats for.	25c
Good 4-String Brooms.	20c
3 large cans Sweet Potatoes for.	25c
3-lb. jars Home-Made Preserves for.	20c
Large cans Salmon.	8c
Dunlop or Table Talk Flour, 34c bag; 14c can; or doz.	\$5.40
Royal Cocoa, can, 9c, 14c and 23c	
8 cakes Sweetheart Soap for.	25c
7 lbs. Lump Starch for.	25c
Butterfly Condensed Milk.	11c
Fresh Shredded Coconut, 2 lbs. for.	25c
3 large cans Sour Kraut for.	25c
New York State Evaporated Apples, lb.	10c
Brookdale California Table Peaches, 14c can; or doz.	\$1.05
Good can, large cans Asparagus, can.	18c
5c Good Grainy Lard, 11c lb. in 25-lb. tins.	10 1/2c
Best Country Meal, 25c pk., or bushel.	95c
New Crop New Orleans Molasses, gal.	50c
Swift Snap Soap, 12 for.	25c
Campbell's Pork and Beans, in 2-lb. cans, 3 for.	25c
New California Apples, lb. 8c	
Good Oats, per bushel.	50c
5-lb. jars Home-Made Pickles, serves.	35c
Snowdrift Lard, all sizes.	12 1/2c
Mellwood or Sherwood, old and mellow Whiskey, qt. bottle.	75c
Quart bottles sealed Old Sherry and Port Wine, extra quality.	35c
Quart bottle Apple Brandy.	50c
Quart bottle Peach Brandy.	50c
Quart Bottles Virginia Rye Corn Whiskey.	50c
Old Bechem Whiskey, five-year-old, quart bottle.	90c
Kentucky Rye Whiskey, very old, qt.	75c
Cream of Kentucky Rye Whiskey, qt.	\$1.00
Turkey Gin, pt. bottles.	45c
Geneva Holland Gin, qt.	85c
Very Old French Brandy, qt.	90c
Ullman's Kenton Valley, qt. bottle.	75c
Virginia Rye or Corn Whiskey, per gallon.	\$2.00
Rooney's Malt Whiskey, qt. bottles.	65c
Old Virginia Apple Brandy, very old, qt.	90c
Old Virginia Peach Brandy, very old, qt.	95c
New Complete Price List mailed on application.	